

F 124

. B 95

LIBRARY OF CONGRESS



0 014 107 514 7



124  
95  
py 1

# BULL & BOWEN'S ROAD BOOK



OF  
WESTERN NEW YORK  
AND  
HAND BOOK  
OF  
'CYCLING ACCESSORIES.

---

COPYRIGHTED 1885, BY  
BULL & BOWEN,  
587 and 589 Main Street,  
BUFFALO, N. Y.

# ROAD BOOK OF WESTERN NEW YORK.

## TOURING.

Of all branches of the sport of 'Cycling, Touring certainly takes the lead for the solid enjoyment it affords the participant.

To those who have experienced the health-giving pleasures of a week's trip across the country on a trusty wheel, the story of the delightful runs in the bracing morning air while the grass is still sparkling with the dew, and everything is permeated with the cool freshness of a new day, is an old and pleasant one. So, too, are the remembrances of the limitless appetites which made the largest country breakfast look small; and the delightful lounge on the grass in some shady spot during the hot and dusty afternoon, or a visit to some point of interest, or specially attractive bit of scenery, the whole followed by a brisk run of a few miles in the evening to some small hotel, or perchance a farmhouse, where the homely cordiality of the welcome he receives, and the downy softness of the pillows contribute to such a night's sleep as will be remembered for many a day by the tourist.

We trust that this, the first Road Book of Western New York, describing, as it does, routes covering a total distance of over 1,200 miles, will prove useful to touring wheelmen, and be a help and incentive to that most delightful of all recreations, country touring.

It is, we appreciate, fragmentary and incomplete, and in some cases perhaps inaccurate. We should be glad to be notified of any mistakes discovered, and also to receive from wheelmen suggestions which may materially add to the value of future editions of the book.

We should also be pleased to receive, from time to time, reports of the *condition of roads* in this section, which we shall keep posted in a conspicuous place in our office, for the convenience of all wheelmen.

Whatever tends to increase and advance the interest in 'cycling is worthy the hearty support of all those who by many happy experiences have learned to regard the wheel as their best friend, and for that reason we give the following list of Road Books and of the more important cycling journals, hoping by calling the attention of riders to these publications, to induce them to subscribe for some one of the same, and thus put themselves in receipt of all the news of the sport, and keep posted as to the latest improvements in their favorite mounts

**TEN THOUSAND MILES ON A BICYCLE:** The monumental work of its kind. Published by Karl Kron, at University Buildings, Washington Square, New York, 400 pp. giving some account of roads in every state of the Union, and a list of the names and addresses of the first 3,000 advance subscribers, who will get the book at \$1.00, while the price to others will be \$1.50. Will probably appear in August.

**ROAD BOOK OF THE MASS. DIVISION, L. A. W.:** M. D. Currier, Lawrence, Mass. 25 cents.

**ROAD BOOK OF PENN. AND NEW JERSEY DIVISIONS, L. A. W.:** Elegantly gotten up, and supplied with maps. Covers over 8,000 miles of roads. H. S. Wood, 233 S. Seventeenth Street, Phila. \$1.00.

**WHEELMEN'S HANDBOOK OF ESSEX CO., MASS.:** George Chinn, Marblehead, Mass. 20 cents.

CYCLISTS' ROAD BOOK OF BOSTON AND VICINITY: By A. L. Atkins. Published at *Bicycling World* Office, 8 Pemberton Square, Boston. 15 cents.

The most unique of all the American publications pertaining to cycling is *Outing*, a monthly magazine, beautifully illustrated, and containing matter of the highest quality in literary and artistic merit. It is published by The Wheelman Co., 175 Tremont Street, Boston, Mass. Price, 30 cents per copy, or \$3 per year.

*The Bicycling World*.—Published weekly by E. C. Hodges & Co., 8 Pemberton Square, Boston, Mass. Price, \$2.00 per year.

*The Wheel*.—Published weekly by The Cycling Publishing Co., P. O. Box, 444. 12 Vesey Street, New York City. Price, \$1.00 per year.

*The Springfield Wheelmen's Gazette*.—Published monthly. Henry E. Ducker, Editor, Springfield, Mass. Price 50 cents per year.

*The Cyclist and Athlete*.—Published weekly by Baird Bros., 22 Trinity Place, New York City. Price, \$2.00 per year.

*The Western Cyclist*.—Published semi-monthly. Will C. Marvin, Editor, Ovid, Mich. Price 50 cents per year.

*The Bicycle*.—Published semi-monthly by R. H. Polk, Montgomery, Ala. Price \$1.00 per year.

*The Southern Cycler*.—Published monthly. W. L. Surprise, Editor, Memphis, Tenn. Price, 50 cents per year.

*The Bicycle South*.—Published monthly by Hunter & Genslinger, New Orleans, La. Price, 50 cents per year.

*Philadelphia Cycling Record*.—Published bi-weekly by H. B. Hart, 110 North Eleventh Street, Philadelphia, Pa. Price, 50 cents per year.

*Cycling*.—Published monthly. Alfred Ely, Editor, P. O. Box 96, Cleveland, O. Price, 50 cents per year.

In Canada the wheel interest is sustained by a most excellent bi-monthly paper, *The Canadian Wheelman*, edited by Mr. W. Kingsley Evans, and published by The Canadian Wheelman Co., London, Canada. Price, \$1.00 per year.

We should be pleased to receive and forward subscriptions for any of the above publications.

A copy of this Road Book will be sent to any address on receipt of a two cent stamp.

In conclusion, we beg to call attention to the price lists herein published, and trust that they may prove of assistance to wheelmen in selecting articles they may need.

We remain, very respectfully,

BULL & BOWEN,

June, 1885.

587 and 589 Main Street, BUFFALO, N. Y.

**BULL & BOWEN,**  
**Manufacturers of Accessories**  
 AND DEALERS IN  
**BICYCLES, TRICYCLES,**  
**PARTS AND SUNDRIES.**

---

WE respectfully call attention to our very complete stock of American and English 'Cycling Accessories. Space in this list being limited, we mention only the leading articles. Send to us for any thing you may want; we will furnish it at the lowest market price. We carry the largest and most varied stock of bicycles and tricycles in Western New York, and are prepared to fill orders promptly for the following favorite wheels: the RUDGE, COLUMBIA, ROYAL MAIL, SPALDING, CLUB, FACILE, and KANGAROO; also the ALERT and OTTO, the best and cheapest boys' wheels.

A complete illustrated and descriptive catalogue of any of these makes mailed to any address on receipt of stamp.

---

### Orders.

IN ordering, always send weight of rider; and, if selection of size is to be left with us, send also height of rider, and length of leg inside to bottom of sole under ball of foot, and length of inside seam of trousers.

Our prices are invariable, and no discounts are allowed except to regular agents. Parties ordering machines incomplete will be allowed only half price for parts not taken.

Terms, net cash with order.

Remittances should be made by money order, registered letter, or N. Y. draft.

C. O. D. orders must be accompanied by enough money to pay express charges both ways. In case the goods are not accepted from any fault on our part, the money will be returned.

## EXPLANATIONS.

The *first* column gives the total distance from the starting point.

The *second* column gives the names of points on the route.

The *third* column shows the material of the road surface, and also its condition when at its best. Material is indicated as follows: C, clay; D, dirt (or loam); Gr, gravel; Mc, macadam; S, sand; St, a stony surface. In a city street, St. means stone pavement, and A, asphalt. Condition is indicated thus: E, excellent; G, good; F, fair; P, poor; B, bad.

In the *fourth* column, H means hilly and L level, this being unfortunately as near as we could get to exact information about the grades.

Turns and general instructions are given in notes. T. R., turn right; T. L., turn left; R. F., right fork; L. F., left fork.

## No. 1.

BUFFALO TO ROCHESTER, *via*  
NIAGARA FALLS AND LOCK-  
PORT.

0	Buffalo.		
10	Tonawanda,	Gr. F.	L.
16	La Salle,	C. F.	L.
21½	Niagara Falls,	S. F.	L.
28½	Walmore,	C. F.	L.
32	Sanborn,	S. F.	L.
34½	Pekin,	S. F.	L.
45	Lockport,	S. F.	H.
51	Gasport,	C. & Gr. E.	L.
57	Middleport,	C. G.	L.
62	Medina,	Gr. G.	L.
72	Albion,	Gr. F.	H.
77	Murray,	.. F.	L.
82	Holley,	.. F.	L.
87	Brockport,	C. G.	L.
94	Spencerport,	C. G.	L.
106	Rochester,	C. E.	L.

*Notes.*—Follow Delaware St. straight to Tonawanda, there T. L. After leaving Walmore, take first T. L. At Pekin, T. R. One difficult hill between Albion and Murray.

## No. 2.

BUFFALO TO ROCHESTER, *via*  
BATAVIA.

0	Buffalo.		
10	Bowmansville.	Gr. E.	L.
17	Mill Grove,	C. E.	H.
20	Crittenden,	C. E.	L.
24	Corfu,	Mc. E.	L.
36	Batavia,	Mc. G.	L.
46	Byron,	Gr. F.	L.
53½	Bergen,	Gr. E.	L.
56½	Churchville,	C. F.	L.
61	No. Chili,	S. P.	H.
64	Coldwater,	S. B.	L.

66 Gates, Gr. G. H.

70 Rochester, Gr. G. L.

*Notes.*—Start out Genesee St. From Batavia follow American Rapid Telegraph poles.

## No. 3.

## BUFFALO TO ELMIRA.

0	Buffalo.		
5½	Cheektowaga,	D. E.	L.
8½	Lancaster,	D. E.	L.
12½	Town Line,	D. E.	L.
16	Alden,	D. E.	L.
22	Darien,	.. E.	L.
28	Attica,	.. E.	L.
34	Linden,	.. E.	L.
38	Dale,	.. E.	L.
43	Warsaw,	.. E.	L.
56	Gainesville,	Gr. F.	H.
60	Castile,	S. G.	L.
64	Portage,	S. G.	H.
66	Hunt's,	C. E.	H.
70	Dalton,	Gr. E.	L.
77	Swainsville,	Gr. E.	L.
79	Garwood,	Slate E.	L.
81	Canaseraga,	Slate E.	L.
85	Burns,	Gr. & C. F.	
89	Arkport,	C. E.	L.
94	Hornellsville,	Gr. G.	L.
98	Canisteo,	D. G.	L.
103	Adrian,	S. P.	H.
111	Cameron,	Gr. G.	L.
112	Cameron Mills,	Gr. G.	L.
118	Campbelltown,	Gr. G.	L.
124	Addison,	C. G.	L.
133	Painted Post,	C. G.	L.
134	Corning,	.. G.	L.
136	Gibson,	Gr. G.	L.
141	Big Flats,	S. G.	L.
143	Ford's Hill,	Gr. G.	L.
147	Fitch's Bridge,	Gr. G.	H.
150	Elmira,	Gr. G.	L.

(Rathbun House.)

Purchasers should designate by what express company or freight line the goods are desired to be shipped; and in sending us their orders, the address of the purchaser should be *very plainly* written, to guard against misdirection on our part.

Freight and express charges must be paid by purchasers. All goods shipped at purchaser's risk.

---

## The Instalment Plan.

REALIZING that the price of a bicycle or tricycle deters many from purchasing, we have adopted this system, and are prepared to sell to those who furnish us with satisfactory references any bicycle or tricycle from our stock on this plan. We do not charge an exorbitant price on this system, but merely an advance over the cash price of enough to cover interest and cost of transacting the business. We shall be pleased to furnish our circulars and terms on application.

---

## Repairing, Nickel-Plating and Painting a Specialty.

OUR facilities for doing all kinds of DIFFICULT REPAIRS are unexcelled. It is never economical, and often disastrous, to intrust bicycle or tricycle repairs to inexperienced mechanics. We employ skilled bicycle machinists, and provide for their use the necessary tools to insure accuracy and good work; by so doing we are enabled to *properly* execute repair work of every description. We pay particular attention to repair work sent us from out of town. Our Mr. E. N. Bowen gives to this department his personal supervision. Our patrons may rest assured that all work intrusted to us will be promptly and satisfactorily done at moderate prices.

✎ Machines sent us by express or freight should be plainly addressed, and marked with the name and address of the sender.

✎ Instructions should reach us *by mail, not later* than the machine to be repaired.



*Notes.*—The road to Alden is very nearly straight, and is one of the best roads leading out of Buffalo.

From Alden to Warsaw the tourist is advised to take the road-bed of the Erie R. R., which is always hard, smooth and fast, and but few dismounts are necessary.

At Warsaw, take the road; for 10 miles there are no turns. Then T. L., and after 1 mile T. R. to Gainesville, whence the road is straight to Portage. There go through village and up hill. T. R. to Cascade House. Straight road between Hunt's and Dalton. The R. R. is crossed twice between Swainsville and Garwood. Within 1 mile of Arkport T. L. and cross the valley. When 1 mile out of Arkport T. L., and after  $\frac{1}{2}$  mile T. R. After  $\frac{1}{2}$  mile more T. L., and in 200 yds. T. R.; then 3 miles to Hornellsville.

From Hornellsville follow right bank of Canisteo River.

One mile from Canisteo T. L.,  $\frac{1}{2}$  mile more T. R., follow to left of R. R. From Adrian, follow left side of R. R. Rest of road direct down the valley. From Painted Post to Corning the road is a cinder one.

At Gibson, cross bridge. At Big Flats, T. R. Ford's Hill not safe to coast coming *from* Elmira. Will have to be walked the other way. Go through Narrows to Fitch's Bridge, which do not cross, but keep on down West Water St. to Rathbun House.

#### No. 4.

##### BUFFALO TO OLEAN.

0	Buffalo.		
9	Ebenezer,	D. E.	H.
13	Spring Brook,	D. E.	H.
15	North Star,	D. E.	H.
18	E. Aurora,	D. E.	H.
23	S. Wales,	Gr. G.	L.
28	Holland,	Gr. G.	L.
36	Sardinia,	Gr. F.	H.

39	Yorkshire,	Gr. F.	H.
41 $\frac{1}{2}$	Yorkshire Ctr.	Gr. F.	L.
48 $\frac{1}{2}$	Machias,	Gr. F.	H.
53 $\frac{1}{2}$	Franklinville,	Gr. G.	L.
62 $\frac{1}{2}$	Ischua,	Gr. G.	L.
69 $\frac{1}{2}$	Hinsdale,	Gr. G.	L.
76 $\frac{1}{2}$	Olean,	Gr. G.	L.

*Notes.*—From Buffalo, take Seneca St. The road is a plank and dirt road to E. Aurora, where T. L., and after  $\frac{3}{4}$  mile T. R.  $\frac{1}{2}$  mile out of Holland T. R., and then T. L. all the way to Sardinia. From Sardinia T. R. 2 miles, then T. L. 1 mile. After Yorkshire Center take L. F. The road closely follows track of B., N. Y. & P. R. R.

#### No. 5.

##### BUFFALO TO ERIE, PA.

0	Buffalo.		
4	West Seneca,	Gr. G.	L.
8	Bay View,	Gr. G.	L.
21	Evans Center,	C. G.	L.
28	Irving,	Gr. G.	L.
31	Silver Creek,	Gr. G.	H.
43	Fredonia,	Gr. G.	L.
50	Brocton,	Gr. G.	L.
51 $\frac{1}{2}$	Portland,	Gr. E.	L.
57 $\frac{1}{2}$	Westfield,	Gr. E.	L.
65 $\frac{1}{2}$	Ripley,	Gr. E.	L.
73 $\frac{1}{2}$	North East,	Gr. E.	L.
80 $\frac{1}{2}$	Harbor Creek,	Gr. E.	H.
88 $\frac{1}{2}$	Erie,	Gr. E.	L.

*Notes.*—Start from corner Seneca and Main Sts. Follow Seneca St. and plank road to old covered bridge over Buffalo Creek. After crossing this T. R. sharply and steer for the iron bridge. Keep same road to first "four corners," where T. R. and ride about a mile, passing over three R. R. tracks by a high bridge about  $\frac{1}{2}$  mile from the turn. After passing the R. R. tracks, T. L. and follow telegraph poles to Silver Creek. Hills at 18 mile creek had better be walked, and also hill at Silver Creek. 3 miles east of Westfield T. R. No other variations from straight road.

## Riding School.

WE have a large, well lighted hall directly over our salesroom, where bicycle instruction is given. This department is in charge of a competent instructor of experience.

### TERMS FOR INSTRUCTION AND RIDING.

ONE LESSON (with instructor),	-	-	\$ .50
PRACTICE, per hour,	-	-	.50
PRACTICE, per ½ hour,	-	-	.25
PRACTICE TICKETS—10 rides, 1 hour each,	-	-	3.00
PURCHASERS TAUGHT FREE.			

## Bicycles and Tricycles for Road Use.

IN our road department we have for general use a full line of sizes of Bicycles and Tricycles always kept in good repair, which can be rented by responsible parties at the following rates :

### BICYCLES.

ONE HOUR,	-	-	-	-	\$ .50
EACH SUCCEEDING HOUR,	-	-	-	-	.25
ONE DAY (12 hours),	-	-	-	-	1.50
HALF DAY (6 hours),	-	-	-	-	1.00
ONE WEEK,	-	-	-	-	5.00
TWO WEEKS,	-	-	-	-	8.00
ONE MONTH,	-	-	-	-	15.00

### TRICYCLES.

ONE HOUR,	-	-	-	-	\$ .75
EACH SUCCEEDING HOUR,	-	-	-	-	.25
ONE DAY (12 hours),	-	-	-	-	2.00
HALF DAY (6 hours),	-	-	-	-	1.50
ONE WEEK,	-	-	-	-	6.00
TWO WEEKS,	-	-	-	-	10.00
ONE MONTH,	-	-	-	-	15.00

Satisfactory references required.

Breakages occurring must be paid for.

Bicycles will be rented to none but *riders*; in no case to learners.

## No. 6.

## BUFFALO TO RANDOLPH.

*Same as No. 5 to*

4	West Seneca,	Gr. G.	L.
7	Big Tree,	Gr. G.	L.
10	Hamburgh,	Gr. G.	L.
11	Water Valley,	Gr. E.	L.
13	Eden Valley,	C. E.	L.
15	Eden Center,	Slate E.	L.
19	North Collins,	C. E.	L.
23½	Versailles,	Gr. G.	H.
28	Perrysburgh,	Gr. G.	H.
32	Dayton,	Gr. G.	H.
34	Markham's,	Gr. G.	H.
42	Leon,	Gr. G.	H.
46	Conewango,		
	(Rutledge),	Gr. F.	H.
53	Randolph,	St. F.	H.

*Notes.*—Road rises gradually to Hamburgh. Between Water Valley and Eden Valley take R. F. On leaving Eden Center take R. F. at foot of hill. From North Collins T. L. on smooth road till near Versailles, then T. R. and cross bridge. After leaving Versailles T. L. where road runs into that you are on without crossing it. At Perrysburgh walk 1 mile up steep hill and ride ½ mile down other side; then T. L., and after ½ mile more T. L. again into Dayton. ½ mile from Dayton T. R.; then ½ mile T. L. Take L. F. at Markham's. T. R. at saw-mill and T. L. at next corner. Keep same road to Leon. From Conewango (or Rutledge) T. R., and next T. R. and follow same road to Randolph.

## No. 7.

## BUFFALO TO SHERMAN.

*Same as No. 5 to*

37½	Westfield,		
64½	Volusia,	Gr. G.	H.
70½	Sherman,	Gr. G.	H.

*Note.*—The hills are mostly rideable. Take the Old Plank Road.

## No. 8.

## BUFFALO TO LEROY.

*Same as No. 2 to*

36	Batavia,		
42	Stafford,	Gr. E.	L.
46	Leroy,	Gr. E.	L.

*Note.*—Direction east. From Batavia to Leroy can be ridden easily inside of an hour without dismount.

## No. 9.

## MEDINA TO BATAVIA.

0	Medina,		
2	Shelby Centre,	Gr. G.	L.
8	Alabama Centre,	C. P.	L.
10	Wheatville,	Gr. G.	H.
12	Smithville,	D. F.	L.
16	Oakfield,	D. F.	L.
22	Batavia,	St. P.	H.

*Notes.*—Direct south from Medina to Shelby. T. L. and then T. R. at village. Straight south from Shelby. T. L. east from Alabama. T. R. south from Wheatville. T. L. east from Oakfield, and then T. R. at an angle, southeast.

## No. 10.

## BATAVIA TO ATTICA.

0	Batavia,		
8	Alexander,	Gr. G.	L.
11	Attica,	Gr. G.	L.

*Note.*—Only one or two dismounts necessary.

## No. 11.

## LEROY TO BROCKPORT.

0	Leroy,	Gr. F.	H.
8	Bergen,	Gr. F.	H.
16	Brockport.	Gr. F.	H.

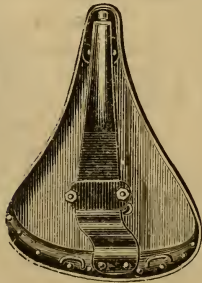
*Note.*—Direction north.

## No. 12.

## LEROY TO MUMFORD. (STATE FISHERY.)

0	Leroy,	.	E.
3	Lime Rock,	..	E.
6	Caledonia,	..	E.
7	Mumford,	..	E.
7¼	Fishery,	..	E.

# THE AMERICAN ADJUSTABLE LONG-DISTANCE SADDLE.

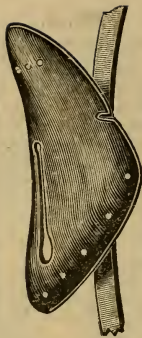


Spring Frame, Perfect Adjustment

Light, Strong, Elastic, Easy.

Completely absorbs all Vibration.

WEIGHT ONLY 18 OUNCES.



PRICE, \$4.00.

BULL & BOWEN,

"THE AMERICAN"

As adapted to the STAR.

Sole M'frs, Licensed by the Pope Mfg. Co.

"Well made and very comfortable."

"It is the easiest saddle I ever rode."

"The best saddle for *Bicycles* and *Tricycles* and *Tricycles* I have ever tried."

"A splendid *Tricycle* saddle for ladies."

"The best made and most comfortable saddle I ever tried."

"It is simply perfect."

"A very easy and pleasant *Tricycle* seat."

"Easy, comfortable and thoroughly made."

"I believe it to be all you claim for it."

"I am delighted with the saddle."

"I don't think there is a better saddle for the *Star*."

"The best saddle I have ever seen, and I have tested nearly every saddle known to the trade."

"Tried your saddle on my *Star*, and found it the easiest and most comfortable saddle I have ever tried. The steel spring and suspension seat appear to take away all the jar of riding."

CHAS. K. ALLEY, Cor. Sec'y, L. A. W.

BURLEY B. AYERS, Chairman Trans. Com., L. A. W.

GEO. E. BLACKHAM, M. D., Dunkirk, N. Y.

GEO. D. GIDEON, Philadelphia, Pa.

W. N. WINANS, Capt. Springfield (Mass.) Bic. Club.

ED. K. AUSTIN, *Kings County Wheelman*, New York.

S. TERRY, Treas., L. A. W.

F. L. DONALDSON, *Long Island Wheelman*, N. Y.

W. M. BREWSTER, St. Louis, Mo.

T. O. ANGELL, JR., Salt Lake City.

J. P. MAYNARD, Chicago, Ill.

C. W. HEDGERTON, Fort Wayne, Ind.

J. W. PARKER, Buffalo, N. Y.

*Note.*—This is a *limestone* road. Go north to Caledonia, then T. L., then straight. A very pleasant run through woods.

### No. 13.

#### LEROY TO AVON.

0	Leroy,	
7	Caledonia,	St. G. L.
14	Avon,	St. G. L.

*Note.*—Direction southeast.

### No. 14.

#### LEROY TO PERRY.

0	Leroy,	
7	Pavilion,	C. G. L.
16	La Grange,	Gr. F. H.
20	Perry,	Gr. F. H.

*Note.*—After leaving Pavilion, take left fork in a southerly direction.

### No. 15.

#### WARSAW TO LEROY.

0	Warsaw,	
3	Saltville,	C. E. L.
7	Wyoming,	C. E. L.
9½	Pearl Creek,	C. E. L.
12	Pavilion,	Gr. E. L.
14	Pavilion Centre,	S. F. H.
20	Leroy,	C. E. L.

*Notes.*—At Saltville cross R. & P. track. At Pearl Creek cross bridge. At Pavilion keep straight north. At Pavilion Cent. keep straight north. This is said to be the best run in this section.

### No. 16.

#### WARSAW TO SILVER LAKE. (PERRY.)

0	Warsaw,	
¼	R. & P. Depot,	C. G. H.
4¼	Succor Brook,	C. G. L.
7	Perry Centre,	C. G. H.
9	Perry Village,	C. E. L.
10	Silver Lake,	S. F. L.

*Notes.*—Walk 1 mile east of R. & P. Depot. From Perry Centre go south. From Perry Village go south and T. L.

### No. 17.

#### WARSAW TO CASTILE.

0	Warsaw,	
2	South Warsaw,	C. E. L.
4	Rock Glen,	C. E. L.
7	East Gainesville,	S. F. H.
11	Castile,	.. G. H.

*Notes.*—At Rock Glen take R. F. At East Gainesville cross Erie track, then T. L., then T. R. straight into Castile.

### No. 18.

#### CASTILE TO PERRY.

0	Castile,	
6	Perry,	S. & G. F. H.

*Note.*—Straight for 5 miles, T. L. to Silver Lake, or T. R. to Perry, 1 mile.

### No. 19.

#### FRIENDSHIP TO NUNDA.

0	Friendship,	
5	Belvidere,	C. G. L.
12	Belfast,	C. F. L.
16	Oramel,	Gr. G. L.
24	Hume,	Gr. G. ..
30	Pike,	Gr. G. ..
36	Portage,	Gr. G. ..
42	Nunda,	Gr. G. ..

*Note.*—Road follows Genesee River all the way. Sandy spots between Belfast and Oramel.

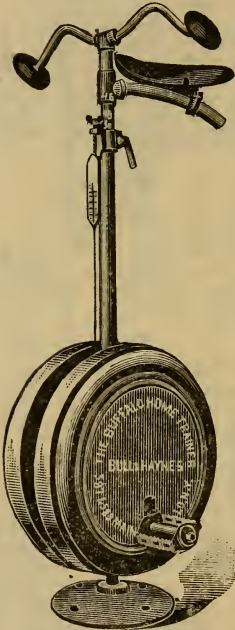
### No. 20.

#### FRIENDSHIP TO OLEAN.

0	Friendship,	
2½	Nile,	Gr. G. L.
9	Richburg,	C. F. H.
10	Bolivar,	C.&S. F. L.
13	Lit. Genesee,	C.&S. F. L.
17	Ceres,	C.&S. P. L.
22	Portville,	C.&S. F. L.
28	Olean,	C.&S. G. L.

*Notes.*—From Friendship T. L. up valley. At Nile T. L. direct down valley. A roundabout way through the *Allegany Co. Oil Field*.

# THE BUFFALO HOME TRAINER



AFFORDS the best possible means of exercising the legs, lungs and heart. By its use riders may keep in good practice and condition during the winter or bad weather. Especially useful for acquiring quick pedaling. By means of a scale attached to the brake, the amount of resistance may be determined. This is the only Trainer possessing this advantage. Adjustable to any length of leg—a feature that makes it particularly desirable for

GYMNASIUMS  
AND  
BICYCLE CLUB ROOMS.

The Trainer is fitted with The American Adjustable Saddle, attached to the backbone with the Buffalo Saddle Clip, admitting of an adjustment fore and aft. Parallel pedals, adjustable to different lengths of throw, and a cyclometer with bell that rings at every quarter mile.

## A NECESSITY FOR DEALERS.

By means of a scale on the adjusting rod, dealers can, without trouble, demonstrate to intending purchasers the exact sized bicycle suitable.

PRICE, - - \$40.00.

## No. 21.

## OLEAN TO HORNELLSVILLE.

0	Olean,		
7	Hinsdale,	C. G.	L.
14	Cuba,	C. G.	L.
23	Friendship,	C. G.	H.
28	Belvidere,	C. G.	L.
30	Belmont,	Gr. G.	L.
35	Scio,	Gr. G.	L.
39	Wellsville,	Gr. G.	L.
48	Andover,	C. F.	L.
57	Alfred,	C. P.	H.
61	Almond,	S. P.	...
65	Hornellsville,	C. ..	H.

*Notes.*—Direct road to Belmont. Then T. L. up the river. At Scio T. L. up the river. Same at Wellsville. At Andover T. L. up Dyke's Cr.

## No. 22.

## OLEAN TO SALAMANCA.

0	Olean,
3	Alleghany,
7	Vandalia,
14	Carrollton,
20	Salamanca.

*Notes.*—Straight road to Alleghany, then T. R. At Carrollton T. L. The road is all sandy, but there are good side paths.

## No. 23.

## JAMESTOWN TO DUNKIRK.

0	Jamestown,		
1	Dexterville,	Gr. E.	L.
3 $\frac{1}{2}$	Falconer's,	C. G.	L.
9 $\frac{1}{2}$	Gerry,	C. F.	L.
15	Sinclairville,	S. F.	L.
22	Cassadaga,	S.&Gr. G.	L.
28	Laona,	S.&C. G.	H.
29	Fredonia,	C.&Gr. E.	L.
32	Dunkirk,	C.&Gr. G.	L.

*Notes.*—From Dexterville T. L. to "four corners," then T. R. At Gerry T. L. and keep straight on. Road very pleasant here. At Sinclairville T. L., then T. R. up a hill, then in 4 miles take R. F. At Laona take L. F., then T. L. straight on.

## No. 24.

## RANDOLPH, VIA SINCLAIRVILLE TO DUNKIRK.

0	Randolph,		
5	Randell Br. Cor.	Gr. G.	H.
6 $\frac{1}{2}$	Clear Creek,	C. G.	L.
9	Ellington,	Gr. E.	L.
12 $\frac{1}{2}$	Bates Sch. Hse.	Gr. G.	L.
18	Sinclairville.	Gr. E.	H.

*Same as No. 23 to*

35 Dunkirk S.&G. G. L.  
*Notes.*—Leave Randolph by north road, T. L. at Randell Bridge Corner, going west, keep due west. Leave Ellington by northwest road. T. L. at school house and keep due west. There is also another good road, a little longer but more level, from Ellington to Sinclairville, via "No Good Hollow" road, a very firm and hard road in dry weather.

## No. 25.

## DAYTON TO LITTLE VALLEY.

0	Dayton,		
4 $\frac{1}{2}$	Wesley,	Gr. G.	H.
6 $\frac{1}{2}$	East Leon,	Gr. G.	H.
12 $\frac{3}{4}$	New Albion,	Gr. G.	H.
19 $\frac{1}{4}$	Little Valley,	Gr. F.	H.

*Notes.*—T. R. 1 mile from Dayton. T. L. 1 $\frac{1}{2}$  miles from East Leon. Walk hill beyond Wesley and also beyond New Albion.

## No. 26.

## DAYTON TO CATTARAUGUS.

*Same as No. 25 to*

4 $\frac{1}{2}$	Wesley,	Gr. F.	H.
10	Cattaraugus,	Gr. F.	H.

*Notes.*—T. R. after crossing R. R. 1 mile from Dayton. T. L. at second turn near foot of hill out of Wesley.

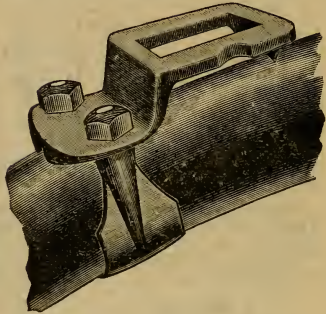
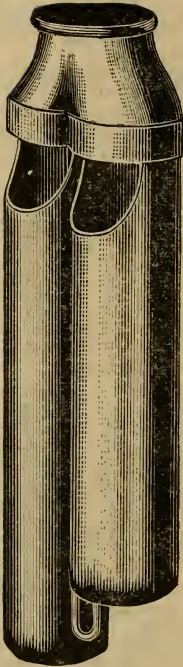
## No. 27.

## DAYTON TO DUNKIRK.

0	Dayton,		
2	Markham's,	Gr. G.	H.
5	Cottage,	Gr. G.	L.
7	Edward's Cor.	Gr. P.	L.
10	Ruggtown,	Gr. E.	L.
14 $\frac{1}{2}$	Smith's Mills,	C. G.	H.
20 $\frac{1}{2}$	Sheridan,	C. G.	H.
26 $\frac{1}{2}$	Dunkirk,	C. E.	L.



## THE BUFFALO SADDLE CLIP.



## FITS ANY BACKBONE.

WEIGHS ONLY 5 OUNCES.

Indispensable to Racing Men and  
Fancy Riders.

## A NECESSITY FOR TOURISTS,

As it packs compactly, and can be conveniently carried in the tool bag, and may be instantly attached to the backbone, to take the place of a broken spring.

Price, Nickerled, \$1.00. .

---

## The Buffalo Duplex Whistle

Blows easier and has better tone than others. Heavily nickerled with extra long chain and bar (not shown in cut).

PRICE, - - - 75 CENTS.



. *Notes.*—Half-mile out of Dayton T. R.,  $\frac{1}{2}$  mile more T. L. At Markham's take R. F. for  $\frac{1}{4}$  mile, then R. F. again 2 m., then T. L. 20 rods, then T. R. on outskirts of village. On reaching Edward's Corner from Cottage T. L. for  $\frac{3}{4}$  mile, then T. R. and keep straight road till level near Sheridan is reached. At Sheridan T. R. at first "four corners," and after  $\frac{1}{2}$  mile T. L. on main road. After crossing railroad take *second* T. R., and follow to Dunkirk.

By keeping same road straight from Sherid'n, Fredo'a is reached at a distance of 5 miles.

No village at Edward's Corner.

In going from Dayton to Dunkirk, you go *down* 1200 feet. Worst grade is between Edward's Corner and Smith's Mills.

### No. 28.

#### DAYTON TO JAMESTOWN.

0	Dayton.		
6	Pine Valley,	Gr. E.	L.
12	Cherry Creek,	C. G.	L.
17½	Conewango Vy.	Gr. E.	L.
25	Kennedy,	Gr. G.	H.
34	Jamestown,	Gr. E.	L.

*Notes.*—Direction nearly south, until the N. Y., P. & O. R. R. is reached, then T. R. and continue on main road to Jamestown.

### No. 29.

#### JAMESTOWN TO RANDOLPH.

0	Jamestown.		
9	Kennedy,	..	E.
17	Randolph,	..	

*Notes.*—Very few details of this road were received. Take side path between Jamestown and Kennedy. One mile beyond Kennedy T. R. and then 8 miles to Randolph.

### No. 30.

#### JAMESTOWN TO MAYVILLE.

0	Jamestown.		
6	Griffith Pt.	D. F.	L.
11	Bemus Pt.	D. E.	L.

22	Chautauqua Pt.	D.	H.
24	Mayville,	D. E.	L.

*Note.*—Keep the road nearest the lake. North side.

### No. 31.

#### JAMESTOWN TO MAYVILLE.

0	Jamestown.		
6	Lakewood,	D. G.	H.
12	Lakeland,	St. F.	H.
22	Chautauqua,	St. F.	H.
24	Mayville,	D. G.	L.

*Notes.*—This is a straight road along the south side of Chautauqua Lake. Roads branch off to points of interest, and may be learned by inquiry along the way.

### No. 32.

#### MAYVILLE TO JAMESTOWN.

0	Mayville.		
2	Hartfield,	Gr. E.	L.
4	Dewittville,	Gr. E.	L.
13	Bemus Pt.	Gr. E.	L.
23	Jamestown,	Gr. E.	L.

*Note.*—This route is on the north side of Chautauqua Lake. To go round lake, combine Nos. 30 and 31.

### No. 33.

#### WESTFIELD TO MAYVILLE.

Seven miles, gravel road. Some sand. All up hill. T. L. west of Park at top of hill in Westfield.

### No. 34.

#### SHERMAN TO JAMESTOWN.

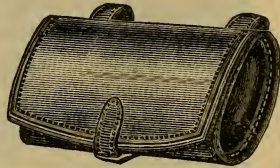
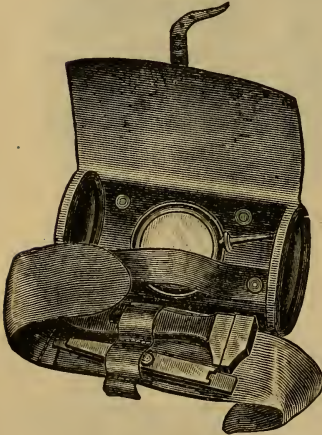
0	Sherman.		
4½	Wait's Corners.		
6	Hubbard's Corners.		
10	Panama.		
14	Blockville.		
17	Ashville.		
23	Jamestown.		

*Notes.*—This is a gravel and hard clay road, with a slight sprinkling of sand. It is good all the way. Moderately hilly, but mostly ridable. Panama Rocks is the chief point of interest.

# PRICE LIST OF SUNDRIES.

We request that all parties ordering sundries, parts, repairs, etc., will send **CASH IN ADVANCE**, to prevent any delay caused by sending invoice. We do not wish to open any small accounts, as it causes such an amount of unnecessary and expensive detail; if too much money should be sent, the balance will be returned.

## THE BUFFALO TOOL BAG,



**Hand Made,  
Best Material,  
New Design.**

**Smallest, Neatest,  
Handiest.**

**Multum in Parvo.**

**Tools Cannot Rattle.**

**PRICE, - - - \$2.00.**

**"The Proof of the Pudding is in the Eating."**

"The most complete and shapely."

N. MALON BECKWITH, Pres. L. A. W.

"It has the merit of neatness and capacity."

WILL. R. PITMAN, Capt. Ixion Bi. Club, New York.

"It is a little beauty, and the best work I have ever seen."

C. H. POTTER, R. C., C. T. C., Cleveland, O.

"The neatest and most convenient bag made."

J. W. VIVIAN, Capt. Charlestown (Mass.) Bi. Club.

"I consider it quite an improvement on the 'Handy Tool Bag.'"

W. H. MILLER, Pres. Buckeye Bi. Club, Columbus, O.

"I had discarded tool bags on account of the inconvenience and bother. I shall use your bag, as it is so easy of access and neat in appearance."

W. G. E. PIERCE, Capt. Chicago Bi. Club.

## No. 35.

## SHERMAN TO CHAUTAUQUA.

0	Sherman,		
5	Summerdale,	Gr. F.	H.
10	Chautauqua,	Gr. F.	H.

*Notes.*—At Summerdale T. R. At next corners T. R., at next T. L. After this nearly straight line to Chautauqua Lake. On reaching lake road T. R.

## No. 36.

## SHERMAN TO FINDLEY'S LAKE.

0	Sherman,		
5	Mina,	D. F.	H.
8	Findley's Lake,	D. F.	H.

*Note.*—T. L. at school house, then T. R. and keep straight away west.

## No. 37.

## SHERMAN TO CORRY, PA.

0	Sherman,		
3	Cent. Sherman,	Gr. G.	L.
10	Clymer,	Gr. G.	H.
20	Corry,	Gr. G.	L.

*Notes.*—At Centre Sherman T. L. At second "four corners" T. R., next T. L. Take L. F. via Columbus.

## No. 38.

## SARDINIA TO SPRINGVILLE.

0	Sardinia,		
9	Springville,	Gr. B.	H.

## No. 39.

## SILVER CREEK TO CHAUTAUQUA.

0	Silver Creek,		
6	Sheridan Cent'r,	Gr. E.	L.
12	Fredonia,	Gr. E.	L.
19	Brocton,	Gr. E.	L.
29	Mayville,	D. F.	H.
32	Chautauqua,	S. F.	L.

*Note.*—T. L. at Brocton H'se.

## No. 40.

## NIAGARA FALLS TO FT. NIAGARA.

0	Niagara Falls		
1½	Susp. Bridge,	Mc.B.	L.
7	Lewiston,	C. P.	L.
13	Youngstown,	C.&S.G.	L.
14	Fort Niagara,	C.G.	L.

*Notes.*—One dangerous hill n'r Lewiston. T. L. going into Lewiston; T. R. going out.

## No. 41.

## BUFFALO TO ARCADE.

Same as No. 4 to Yorkshire, then turn east 2½ miles to Arcade. Gravel road, good, level.

## No. 42.

## DAYTON TO NORTH COLLINS.

*Same as No. 27 to*

7	Edward's Corner,		
8½	Perrysburgh,	Gr. G.	L.
13	Versailles,	Gr. G.	H.
17½	No. Collins,	Gr. G.	H.&L.

*Notes.*—At Edward's Corner T. R. and keep main road to "four corners," where there is a guide-board. T. L. at Perrysburgh and keep on straight to end of road. T. R. to Versailles, there cross bridge and T. L.; keep straight on till smooth road is reached, then take first T. R. to North Collins.

This is a roundabout way to Perrysburgh, but is much more level than the direct road, which is 4 miles in length and hilly. By taking it in reverse, the tourist may go to Dayton from North Collins by an easier route, though longer than that given in No. 6.

Directions for the direct road are as follows: ½ mile out of Dayton T. R., ¼ mile further T. R., then walk ½ mile up hill and you have a steep coast, requiring a strong brake, to Perrysburgh. This is a good gravel road, and should be taken if the tourist is in a hurry.

<b>Bags,</b>	Common Flat Tool.....	\$1.00
"	Z. & S Star Tool .....	1.50
"	Columbia .....	2.00
"	Handy Tool....	2.00
"	The Don, L. & B. ....	2.00
"	The Big 4, for Luggage.....	7.50
<b>Ball Pedals,</b>	The Rudge, per pair... ..	11.00
<b>Bells,</b>	Nickeled Gong .....	.50, 75, 1.00 1.25
"	Perfection Alarm .....	2.50
"	H. & T. Automatic .....	3.00
"	" Peerless Stop .....	75, .85
<b>Bicycle Stands,</b>	Acme.....	2.00
<b>Cement,</b>	for fastening tire, per stick.....	.25
"	" " " " " pound .....	1.50
"	" mending cuts, per bottle.....	.25
<b>Cyclometers,</b>	The McDonnell.....	4.00
"	" Spalding .....	5.00
"	" Butcher.....	10.00
<b>Enamel,</b>	Ardill's Liquid,.....	.75
<b>Handles,</b>	Nash's Rubber, per pair.....	2.00
"	Vulcanite, " .....	2.50
<b>Handy Hooks,</b>	for fastening the trousers, per pair,	.10
<b>Heater,</b>	The Perfection Tire.....	1.00
"	The Acme Tire.....	1.00
<b>Lamps,</b>	O. W. Co. Tricycle .....	\$4.50 and 6.00
"	" Hub.....	5.00 and 7.00
"	Breech-loading Hub .....	8.00
"	Spalding, small Hub .....	2.50 and 3.50
"	" large " .....	3.50 and 4.50
"	Z. & S. Star.....	5.00, 6.50 and 8.00
"	King of the Road .....	5.00 and 6.50
<b>Luggage Carriers,</b>	Lamson's.....	.75 and 1.00
"	" Z. & S. Star, single,.....	1.50 and 2.00
<b>Oil,</b>	Signal, quart can .....	.60
"	Lubricating, quart can .....	.75
"	" pint " .....	.50

<b>Oil Can, Pocket</b> .....	.15
“ “ Nickeled.....	.20
“ “ Paradox .....	.25
<b>Padlocks, with chain, Japanned</b> .....	.50
“ “ “ Brass .....	.75
“ “ “ Nickeled .....	1.00
“ “ “ The “Conkling”.....	1.25
<b>Polishing Paste, per box</b> .....	.15
<b>Saddles, L. &amp; B., Long Distance</b> .....	4.00
“ Duryea .....	3.75
“ Racing.....	2.50
<b>Steps, Harwood’s Safety</b> .....	.75
“ “ Detachable .....	1.00
“ Z. & S. Star.....	1.00
<b>Stockings, English, extra long</b> .....	2.00
“ Extra Fine Worsted ..	1.25, 1.50 and 1.75
“ Worsted.....	1.00
<b>Stocking Supporters, per pair</b> .....	.35
<b>Shoes, White Canvas, Rubber Sole</b> .....	1.25
“ .....	3.50
“ .....	4.00
<b>Tires, Best Red Rubber, per lb.</b> ....	.....
“ “ Ordinary Spoke .	.75
<b>Wrenches, B. &amp; S.</b> .....	.75 and 1.00
“ The “Acme,” .....	.75 and 1.00
“ “ Ordinary Spoke .....	.75

### No. 43.

#### RANDOLPH TO SALAMANCA.

0	Randolph.	
1½	East Randolph, D. G.	L.
6	Napoli.	D. F. H.
12½	Little Valley,	D. F. H.
18½	West Salamanca, Gr. E.	L.
19½	Salamanca,	C. F. L.

Notes.—Four miles from Ran-

dolph T. L. slightly. Two miles from Napoli T. L. away from telegraph poles. One mile from Little Valley take R. F.

### No. 44.

#### JAMESTOWN TO ELMIRA.

Combine Nos. 29, 43, 22 (in reverse), 21 and 3 in this order.



0 014 107 514 7

BULL &amp;

Corner Main and Chippewa Streets,

BUFFALO, N. Y.

---

COLUMBIA

# Bicycles and Tricycles

---

Western New York Agents

FOR

The Rudge Bicycles and Tricycles,

American and English Sundries.

---

BICYCLE SCHOOL OPEN DAY AND EVENING.

---

Bicycles and Tricycles on Instalments.

---

CATALOGUES AND CIRCULARS FURNISHED ON  
APPLICATION.